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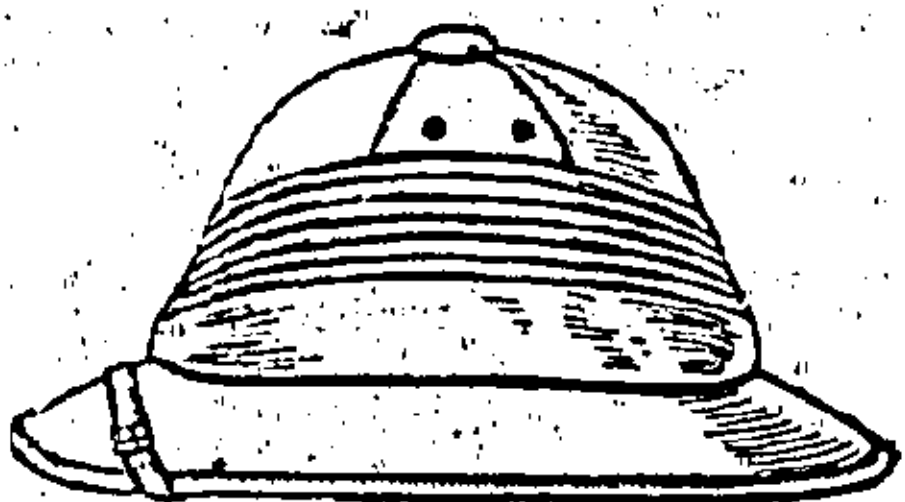
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[101]

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[658]

GERMANY'S FUTURE.
DEFIANT SPEECH BY NEW
FOREIGN MINISTER

News transmitted through the wireless
stations of the German Government says
that the German Minister of the Empire
for Foreign Affairs, Count Brockdorff-
Rantzau, in his speech in the National
Assembly at Weimar on February 18th,
said, *inter alia*:

I can group the tasks with which
German foreign policy is confronted
under headings: the abolition of a state
of war and the restoration of normal
relations with the community of nations.
The abolition of a state of war is an
urgent necessity for the whole world. It
is not Germany's fault that it still
exists. When the former German Gov-
ernment agreed with the Entente and the
United States on the Wilsonian prin-
ciple of peace, and accepted armistice
terms on that basis, no one could have
believed that peace would be delayed for
so long (or that the Entente would
threaten a resumption of hostilities in
order to obtain fresh concessions from
us). They have recently made an attempt
to settle in this way questions which un-
doubtedly belong to the General Peace
Treaty, and which they intended to settle
by military pressure in a one-sided
manner to our detriment, whereas, ac-
cording to the principles of peace agreed
upon, they were to be settled on the basis
of justice and reciprocity. I have re-
pudiated this attempt, and shall continue
to repudiate such attempts in the future.
Violence can be done to us, but we cannot
be forced to acknowledge violence as
right. We expected a speedy peace, be-
cause the only *raison d'être* for the
armistice terms was their imposition for
a short period.

For a long time past Germany has
ceased to be an enemy whom the Entente
need fear from a military point of view.
Demobilisation is completed. We have
done more than demobilise. The demobilisation to which we are bound by the
armistice implies the reduction of the
Army in the field to the peace footing.
We are in the act of dissolving the whole
of our fighting forces as they existed
hitherto, and of replacing our old peace
army, which would be very useful to us
now in the East, by new Republican
troops. In spite of this fact, the severity
of the armistice terms is increased from
month to month. If the enemy think
that they must punish us, they are in-
spired by vengeance and not by justice,
and are killing the spirit in which, ac-
cording to their own declarations, peace
was to be concluded. Germany has
also considered the consequences of her defeat,
and is determined to observe the condi-
tions on which she has come to an agree-
ment with the enemy. These conditions
signify a complete conversion from the
political aims of the German of the past
and a recognition of the truth which one
of the great men of Weimar has expressed
in the saying: "Welgeschichte ist Welt-
gericht" (world history is world justice).
But we refuse to accept our enemies as our judges
on account of their partiality. Their num-
ber does not increase their competence.
We cannot bow to the verdict of an im-
partial tribunal. I will not, therefore,
allow myself to be diverted by pressure
from the points of the Wilsonian peace
programme, as recognised by both sides.

The most important of these points
imposes the obligation to submit our
differences with other States to an Inter-
national Court of Arbitration, and to
renounce armaments which would make
it impossible for us to undertake a sur-
prise attack upon a neighbour. We are
prepared for both these humiliations of
sovereignty for our former enemies and
our future neighbours are subjected to
the same conditions. We recognise that
the attitude which Germany assumed to-
wards both these fundamental questions
was "wrapped up in an historical school
for which the whole of our people have
now to suffer. This acknowledgment,
however, by no means constitutes an ad-
mission that the German people alone
are responsible for the world war in the
sense implied in enemy assertions, and
that it has been carried on with a bar-
barity that is exclusively their own.
For years we have had to complain of
the war plans of our enemies, and of
the dreadful cruelties in their carrying
on of the war, and we are prepared to
put the question of blame for the war,
and blame during the war to men who
are impartial, and who enjoy the con-
fidence of all the belligerents for their
verdict. This is why we hold firmly to
the Wilsonian principle, that no war
costs are to be paid to the victor, and
that no territory is to be evacuated by
the conquered. We have pledged our-
selves, and we are prepared to make good
the damages which have been caused to
the civil population through our attack
in the territories which have been
occupied by us. If, however, we are to
rebuild in these territories what has been
destroyed, we will do it with our own
free labour. On the other hand, we
protest against the enemy retaining our
prisoners-of-war to do such work as
slaves, thus prolonging the state of war,
and against their claim for any inter-
national legal pretext for such drudgery.
From the fact that our enemies owe
their victory for the greater part, not
to their military, but to their economic
conduct of the war, it follows that peace
must not only be a political one, but
essentially also an economic one. Quite
rightly, President Wilson has charac-
terised the principle of economic freedom
and equal rights as the main condition
for the just and lasting peace for which
he stands with such authority, and we
may therefore assume that the resolution
of the Paris Economic Conference of
1919 are to be dropped. It must be ap-
parent that a temporary differentiation
of Germany in the domain of trade and
traffic would be unacceptable to us.

nation such as the German nation ought
not to be treated by our enemies as a
second-class nation, nor should a term
of quarantine be imposed upon us like a
vessel outside a port on which plague has
broken out. If we undertake to comply
with just peace conditions, and give
guarantees for their fulfilment such as
the enemy negotiators may reasonably
demand, then there is no reason why
they should refuse us the greatest en-
couragement. It is plain that we have
lost to learn in the domain of trade
policy. We have not always allowed
ourselves to be led by the truth which in
the relation of peoples is exemplified in
the good motto, "Freely hath thou
received; freely give." That, certainly,
is partly due to the one-sided bureau-
cratic staff of our foreign service.

By bureaucratic means the economic
relations of peoples, which are funda-
mentally disorganised by war, cannot
be re-established. It is not a question
of one State gaining economic advantages
from another by means of the old diplo-
matic means. Economic negotiators
must allow themselves to be guided by
the spirit of the honourable tradesman,
who holds that business is best in which
both parties are well served. I, there-
fore, intend to place practical business
men of experience in the foreign service
to a greater extent than heretofore, and
I have already made a beginning. I
have confidence that our economic foreign
service will in future take advantage of
the freedom of trade which a just peace
must bring us in a manner very far re-
moved both from unsubstantial banaling
economy as well as from a narrow-
minded mercenary policy. In this way
we shall clear out of the road the first
dismalination of other nations, against
Germany's economic methods, which have
appreciably brought about and prepared
an atmosphere of war.

A NAVAL ADMIRAL.
Freedom of trade, however, presup-
poses freedom of the seas, and that is
why the point in the Wilsonian pro-
gramme, which speaks of the freedom of
the seas, is one of the most important
for Germany. In this respect it is of
much less importance for us what the
rules of naval warfare happen to be. We
will not speak now of new wars, but
rather of the peaceful use of the sea
routes, their costs, and their ports. Re-
garding this main point of the future
peace conditions, there is as yet no
clarity. The Entente last autumn re-
served its approval to this, and the con-
ditions which they have drawn up to
place before Germany, in connection with
the promise of the delivery of foodstuffs,
and with the prolongation of the armis-
tice, led it to fear that they are de-
siring of robbing Germany of the whole
of her mercantile fleet. What, however,
does freedom of the seas represent, for
us if we have no ships to sail upon them?
How can we bring our importation and
exportation into line with our economic
requirements if, for this purpose, we
have only foreign tonnage to use, which
may possibly be only unwillingly lent to
us by other nations at profiteering prices.
If it be desired to compel Germany
without a mercantile fleet, to enter the
League of Nations, this would represent
a violent subversion of her economic
development, and such a thing could not
be done without cramping convulsions
which would continually constitute a
threat to general peace.

And just a little could Germany enter
the League of Nations without colonies as
without a mercantile fleet. According to
Mr. Wilson's programme, colonial ques-
tions are to find a broad-minded and
absolutely impartial settlement. In the
sense of that programme we await the
handing back of our colonies which we
have had taken from us, partly in con-
travention of international treaties, and
partly under threadbare pretexts. We
are prepared to negotiate regarding the
cession of this or that colony, but only
as the legitimate owners. Future colonial
policy is to be one of more humane
treatment of the natives. In this direction
—we must admit we have made mistakes.
The activity of the missions which Ger-
many formerly had, and which have un-
fortunately been severely reduced by the
war, must in the interests of the natives,
be assured. In this connection we agree
with the idea of international control
over the tropical colonies, under the con-
dition that all colonial Powers are sub-
ject to it, and that Germany takes a
proportionate part in the administration
and in the products of the colonies.

What our colonies are being seized,
despite our strong protests, we are at
the same time called upon to lose valu-
able portions of our imperial territory.
This refers mainly to Alsace-Lorraine,
whose recapture was the fruit of our
victory and the symbol of German unity.
You know that President Wilson made
the demand: "The injustices which
Germany committed in 1871 by the an-
nexation of Alsace-Lorraine is to be made
good." From the standpoint of new
international morality, according to
which peoples in the games of the Powers
are not to be pushed about like pawns,
it was unjust to dispose of Alsace-
Lorraine without taking into considera-
tion its own will, and even without con-
sideration of the frontiers of language.
I will not here refer to the previous in-
justice which was done to the German
nation. I accept Mr. Wilson's stand-
point, because it refers to the right of
the present population of Alsace-
Lorraine. But violence is done to this
right when, now, the French authorities
in occupation are treating the country
as a definitely conquered one, and drive
out or imprison all persons in which they
see a hindrance to their imperialistic
plans, and when they commence forcibly
to interfere with the natural claims of
the people with respect to their language
by compulsorily Gallicising their mode of
speech. The Peace Conference has not
yet set its seal on the fate of Alsace-
Lorraine. Alsace-Lorraine is still guided
(Continued at foot of next column.)

NATIONS' PROBLEMS.
BISHOP OF LONDON'S VIEWS.

Speaking in the Lyceum Theatre, re-
cently, to Canadian officers and men,
the Bishop of London took as his sub-
ject, "The Chief Problems which Beset
us in the Heart of the Empire To-day."
Lieut.-Colonel S. G. Robertson presided.

His Lordship said that the first of these
problems was the appalling state of the
housing of the poor. During the thirty
years he had been in London he had
hardly seen the slightest improvement in
this respect. When in the East-end he
used to find families, consisting of the
father, mother, and eight children, gat-
tering and sleeping in one room. Could
they wonder what the result was? One
hundred thousand children died in the
first year of their birth. It was com-
puted that 50,000 of these could easily
be saved. The death-rate in the over-
crowded part of London was 52 per thou-
sand. This was an intolerable state of
things. It was hardly possible to bring
up children decently in these overcrowded
areas.

He was not so frightened about all
these strikes as some people seemed to be.
There was a great desire for a fuller life
among the great democracy of the day.
What they had got to bring into the coun-
try to-day was the spirit of brotherhood.
He asked an officer how he accounted for
the fact that the men who fought gallantly
right up to the date of the armistice
suddenly went on strike for this or that
number of hours on their return home.
The reply was: "Over there we were a
brotherhood. We knew each other. A
man knew his officers and the officers
knew their men. There was nothing hid-
den, and there was no suspicion. We had
got to clear the Huns away; we went over
the top together, and risked death from
the same shells. At home the men found
nothing like the brotherhood of the
trenches."

The Whitley Report recommended the
setting up of joint boards of employers
and workers, before whom all the facts
in regard to any industry should be
placed. Unless we did have such boards
we should have something like Bolshevism
in this country. The Church and the
brotherhood of Christ meant to work on
until there was a brotherhood in the
world of industry.

Then he was anxious that the heart of
the Empire should be a clean heart.
Some of the soldiers from overseas had
lost purity and cleanliness which were
theirs when they first arrived in this
country. They must not tell him it was
all the fault of the women and the girls,
because he did not believe it. Every man
knew in his own conscience that there
were faults on both sides. The men were
provided with Y.M.C.A. huts, and every-
thing was done to give them a happy
time. Those who worked to diminish
temptation expected the Overseas troops to
lead them up in their campaign. He
wondered the new generation to be better
instructed about certain things than the
old generation was. The conspiracy of
silence on the part of parents had sent
hundreds of young men to their doom.
Fathers and mothers should instruct their
boys and girls early in life about the
main facts of the human body.

by the way of the law of the empire, and
we are taking steps for the right of
Alsace-Lorraine to provide that her voice
may be heard as to whether she is de-
siring of becoming a French Department
or a German State colony, or whether
she prefers autonomy or full indepen-
dence. Germany will not believe that
Europe is founded on justice until the
solemn approval of the whole of the
people of Alsace-Lorraine has been given
to the Peace article, and her future is
strengthened by it.

If the treatment of Imperial territory
goes beyond the peace programme agreed
to, then the French plan of uniting the
Prussian Saar region, or the Bavarian
Palatinate, to Alsace-Lorraine is an im-
perialistic violence which must be as
sharply criticised as the former plans of
German Chauvinists for annexing the
Longwy and Briey basins to the Empire.
The historic foundation of the argument
which the French put forward for the
robbery of the Saar region is too weak to
be worth the trouble of contradiction. In
truth, the only concern of the French is
the mineral wealth in coal of the Saar
basin, just as formerly the only concern
of the German Imperialists was the
mineral wealth of the Briey basin.
Should such reasons prevail at the
Peace Conference, then one must give
up all hope of the ennoblement of
international relations being effected.
The wealth of this earth will then
over and again move from hand to hand,
according to the law of the strongest, as
the booty of might. Whoever is impartial
must admit that France has a political
interest in every weakening of Germany,
so long as both great nations consider
each other mutually as hereditary
enemies, and therefore stand opposite to
each other armed to the teeth. Such a
feeling between us and our neighbours
the world cannot allow for ever to re-
main. The Peace Conference will have
as its task the creation of guarantees
which show such a state of things to be
senseless. Only let them not find such
guarantees by wresting away from Im-
perial territory such land as belongs to
its vital members. You know what ideas
are spread, with such suspicious zeal, in
the Rhenish and Westphalian regions,
the setting up of an independent rep-
ublic, which would soon come under
French leadership, after the French and
Belgian frontiers had been pushed for-
ward into German territory.
The Foreign Secretary directed a
similar warning to the South German
separatists. —Wireless Press.

INTIMATIONS.

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[601]

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[679]

SON GIVES EVIDENCE AGAINST FATHER.

At the Magistracy, yesterday, before Mr. G. N. Orme, a Chinese was charged with stealing \$208 from Petty Officer A. C. Maine.

Inspector Kent stated that complainant took over charge of the Petty Officers' Recreation Room and Canteen on April 1st, defendant being employed by him. Complainant was in the habit of putting the takings into a chest of drawers and one day, when balancing the books, found \$208 missing. Enquiries were made and the only evidence they were able to get against defendant was that of his son who said he saw his father taking the money. Defendant, who was earning \$12 a month, had bought \$60 worth of jewellery for his wife.

Mr. Orme: It is very awkward using a son against the father.

Inspector Kent: The boy is 13 years old and very frankly told what had happened.

Complainant said the chest of drawers was accessible to defendant, who was cognizant of the fact that money was placed in there.

Defendant denied taking the money. Sergt. Cockle said that the little boy informed him that his father stole the money. The wife had said she was given \$60 by her husband to buy jewellery. The jewellery was purchased on different dates.

The son said that his father took the money, opening the drawers with a false key, on Saturday.

At this stage the father and son both started crying. The father cursed the son, and accused him of stealing the money.

Mr. Orme said that defendant was responsible for the money which had been lost. Defendant had suspected his son and the son suspected the father. He wished to know if defendant could raise any money.

Defendant replied that he must consult his little daughter.

Mr. Orme said that on account of the defendant's son he would give him the option of a fine. He must pay \$200, with the alternative of three months' hard labour.

SEEING FRIENDS OFF. UNFORTUNATE METHOD OF CELEBRATING.

At the Magistracy, yesterday, before Mr. G. N. Orme, Edmund Sheehan, discharged seaman, residing at the Sailors' Home, West Point, who served with the Canadian contingent in France, and was wounded twice, was charged with being drunk, behaving in a riotous manner, and using profane language.

Defendant: I am very sorry, Sir, I had a little too much drink. I am very sorry indeed at what has happened.

Mr. Orme: You admit behaving in a riotous manner? Witness: Yes.

Capt. Milroy, Shipping Master, said that defendant had been at the Sailors' Home for four or five days. He had previously never been under the influence of liquor.

Mr. Orme: Were you celebrating something?

Defendant: Some of our men were going back to the United States.

Mr. Orme: And you helped them to celebrate? You must be careful in the future. Five dollars, or, in the alternative, seven days.

A SEVERE SENTENCE. DANGEROUS CHARACTER IMPRISONED.

At the Magistracy, yesterday, before Mr. G. N. Orme, a Chinese was charged, on remand, with being in unlawful possession of a revolver, a pair of daggers and a quantity of gags.

Defendant pleaded guilty to being in possession of the daggers.

Mr. T. H. King, A.S.P., said he would accept the plea of guilty. He, however, wished to state that the revolver was found in the neighbourhood where defendant was arrested. He was one of a gang of dangerous characters characters, who should be severely dealt with.

Mr. Orme sentenced defendant to 12 months' hard labour.

THE NATIONAL DEBT.

In the House of Commons, Mr. Baldwin informed Mr. Arnold (L. Penistone) that the deadweight National Debt (including floating debt) outstanding on February 1st was approximately £7,334,000,000.

MINISTERING CHILDREN'S LEAGUE. ACKNOWLEDGMENT OF DONATIONS.

The following are copies of the letters received by Mrs. Forsyth, Hon. Treasurer, Ministering Children's League, Hongkong Branch, acknowledging donations sent by the League during the past year.

TRAFALGAR ORPHAN FUND.
13th January, 1919.
DEAR MADAM:—I have received through the Commander-in-Chief, Portsmouth, a draft for £190 18s. 9d., being a donation to the above fund from the Committee of the Annual Bazaar, held in connection with the Ministering Children's League, Hongkong Branch.

I thank you most sincerely for this very handsome gift. It is indeed very generous of the Committee to have placed so large a sum at the disposal of the Trafalgar Orphan Fund, and I should esteem it a favour if you would convey to your Committee an expression of my warm appreciation and thanks.—Yours faithfully,
(Sd.) F. THREAVEN
Vice-Admiral.

WOUNDED SOLDIERS' AND SAILORS' HOSTEL.
St. Dunstan's,
Regent's Park, N.W.I.
8th January, 1919.

DEAR MADAM:—In the absence of Sir Arthur Pearson, who sailed for America on the 21st ult., I beg to acknowledge with many grateful thanks receipt of the splendid contribution of £238 13s. 5d. the part proceeds of an annual Bazaar held by the Ministering Children's League, Hongkong Branch, for the benefit of soldiers and sailors blinded in the war. I enclose an official receipt for this amount, and with it I hope you will accept yourself and convey to all responsible for this gratifying addition to the funds. An expression of very cordial thanks on behalf of the men who will benefit by such truly practical interest in their welfare.

Sir Arthur Pearson will be told of this contribution on his return, about the end of February.—Yours faithfully,
(Sd.) E. M. BATES
Secretary.

CAPTAIN FRYATT MEMORIAL FUND.
The Arcade,
Liverpool.
7th January, 1919.

DEAR MADAM:—I beg to acknowledge the receipt of your favour dated the 20th November, and once again it is my pleasant duty to express to you on behalf of the Committee of the Fryatt Fund our most grateful thanks for the further munificent donation of £270 10s. 0d. which you were good enough to send us. I shall be greatly obliged if you will convey our heartfelt thanks to your Committee.

I am sure you will be pleased to hear that we have been able to do a lot of very good work with the previous donation which we received from your Committee and should you at any time care to hear of the cases which we are dealing with in assisting the dependants of Merchant Officers who have lost their lives in the war, in educating and bringing up their children, etc., I shall be very happy to write you fully on the subject. Your present donation will be used as you desire for the special benefit of children.—Yours faithfully,
(Sd.) T. W. MOORE
Hon. Secretary
Captain Fryatt Memorial Fund.

M. G. L. HOMES.
6, Park Road,
Romford, Surrey.
8th January, 1919.

DEAR MADAM:—In reply to your letter of the 20th instant, pray accept my sincere and grateful thanks for the kind and generous donation of £234 11s. 8d. from the Hongkong Branch for the cots at the M.C.L. Homes. The contribution is most welcome as owing to the war several of the Home Branches have been unable to continue their contributions and the Homes also lose a most generous supporter in Lady Meach whose loss has been deeply felt. I will place your letter before the next meeting of the Executive Committee who I am sure will be most grateful for your Branch's help.—Yours truly,
(Sd.) A. B. BOWER.

ROYAL SOLDIERS' DAUGHTERS' HOME.
No. 6, Robert Street,
Adelphi, London, W.C.2.
January 7th, 1919.

MADAM:—I am directed by the Committee of the Royal Soldiers' Daughters' (Continued as foot of next column.)

HONGKONG CHINESE COMMERCIAL NEWS. ANOTHER NEWSPAPER ENTERPRISE.

The Hongkong Chinese Commercial News, with which is being incorporated the Chung Yee San Po, the vernacular paper which has been published regularly from the office of the Daily Press for considerably over half a century, will make its debut on May 1st. For a long time the want of a paper in the vernacular, primarily devoted to trade and commerce, has been felt, and the Hongkong Chinese Commercial News is designed to meet that want. It is to be published by the Chinese General Chamber of Commerce of Hongkong. It will appear each evening and will thus be the first Chinese evening newspaper issued in the Colony. The editorial and publishing offices will be in the Daily Press building.

It is the aim of the publishers to make this new "daily" a thoroughly up-to-date and indispensable paper for business men. With this object in view, they have secured the services of capable and experienced men for both the editorial and advertising sides, and have made arrangements for important news to be supplied from Chinese and European sources in this Colony and in other parts of China. Besides a daily record of important events, special cables from Europe, America, Peking and Shanghai will form a regular feature of the paper. Arrangements are also being made with the Chinese Chambers of Commerce in the various parts of China and abroad for the exchange of trade information; while special articles bearing on business topics written by special authorities will, from time to time, appear. The paper will be issued in ample time every evening to permit of its being sent to Canton and the interior of China by the night boats; and one of its unique features will be the issue of a supplement in the morning, giving the latest news received since the evening publication.

Already many promises of support in the way of subscription and advertisements have been received, which is an indication that the Hongkong Chinese Commercial News will have a large circulation.

THE CZAR LEGEND.

The Tokyo correspondent of The Times says he learns on trustworthy authority from Siberia that the Czar is alive and a prisoner in the Kremlin, whither he was conveyed in the guise of a merchant, while his family, including the Czaritsa, are interned in the monastery of Troitsko-Sergievsky, 40 miles from Moscow. My informant, he says, states that the Emperor's death was elaborately staged at Ekaterinburg. The Czar and his family were disguised and conveyed thence by 16 Bolsheviks—five of them Orthodox Russians and 11 Jews. A rumour has been spread by the Bolsheviks that Lenin will transfer power only to the Monarch. This report recalls an article in The Times on the 21st August, in which Lenin was alleged to have promised the Cossacks that the time would come when the Bolsheviks would restore the Czar to the throne when the bourgeoisie class dividing the Czar from his people no longer existed.

Home, Hampstead, London, to acknowledge the receipt of £150.23 being the amount of a further donation from the Bazaar held at the Ministering Children's League, Hongkong Branch, which you have so kindly sent in aid of the General Funds of this Institution.

I beg that you will accept for yourself, and would ask you to be good enough to convey to the various members of the M.C.L. Committee, our grateful and sincere thanks.—Faithfully yours,
(Sd.) E. L. F. JENNINGS
Secretary,
The Royal Soldiers' Daughters' Home.

ORPHAN HOMES OF SCOTLAND.
Bridge of Weir,
8th January, 1919.

DEAR MRS. FORSYTH:—I am deeply touched by the splendid gift of £27 14s. 8d. you have forwarded from the Ministering Children's League Committee on behalf of our big family in the Homes. In these wonderful days through which we have been passing, it is refreshing to know how hearts in distant places are influenced to help on the work among the fatherless little ones. I hope you will convey to the members of your Committee, and all who have shared in the gift, our very grateful thanks. Under separate cover I am sending two copies of our report recently issued, which may interest friends.

With every good wish for the New Year on which we have entered, and earnest for your sympathy and help, I am, yours in the Master's Service,
(Sd.) MARY QUERRIES.

Kindly pass on our special thanks to Mrs. Templeton and Mrs. Chapman.

DR. BARNARDO'S HOMES. "A HONGKONG BED."

The following donations have been received in response to the appeal which is being made for funds to endow a "Hongkong Bed" in memory of the Barnardo Boys who died in the war.

Sir Paul Chater	\$300.00
Hon. Mr. H. E. Pollock	100.00
Mrs. John Flammer	50.00
"Spero"	50.00
Mr. D. G. W. Bernard	50.00
Offerings at Children's Services	
Peak Church	46.34
An Easter Offering	30.00
Dr. Noble	25.00
Mrs. Dyer	25.00
Mr. G. M. Young	25.00
Anonymous	25.00
Mr. A. David	25.00
Mr. Henry Humphreys	20.00
Anonymous	20.00
Mrs. Chan Tin Sun	20.00
Mrs. Hayward	10.00
Mrs. C. To	10.00
Mrs. Tang	10.00
Mrs. Bewick	10.00
The Pharmacy	5.00
Mr. Y. Z.	5.00
Mrs. Wolfe	5.00
Mrs. Jordan	5.00
Mrs. Mackenzie	5.00
Miss Wallace	5.00
Mr. W. Gens	1.00
Anonymous	1.00
do.	1.00
do.	1.00
do.	1.00
A Wee Mite	.70

Already acknowledged \$ 797.00
1,610.00
\$3,407.00

SPORT.

CRICKET.

C.C.C. v. C.R.C.

This league match will be played at Happy Valley to-morrow. The C.R.C. will be represented by the following:—Ng Sze Kwong (capt.), Yew Man Tsun, George Lee, Harry Ching, Wong Po Keung, Wei Lee San, Wong Kwok Kwong, Cheung Wing Kui, Li Chin Fan, Wong Kam Ning and Un Hui Fan.

HULLO! NEW YORK. LONDON—U.S. WIRELESS TELEPHONE COMING.

Experiments in a new type of wireless telephony are so advanced that engineers hope in a few weeks to speak between London and New York.

Mr. Godfrey Isaacs, managing director of the Marconi Wireless Telegraph Company, Ltd., told a representative of the Daily Mail that the company expects early next year to have in operation a commercial service of wireless telephones between London and New York.

At first it may be necessary to make the calls from central offices, but the company is hopeful of being able to introduce methods for relaying the messages over private wires. This means that British and American subscribers will be able to carry on a desk-to-desk conversation by merely lifting the receiver of the hook and asking the exchange for the desired over-seas number.

Experiments in another direction lead experts to believe that at no very distant date portable wireless sets will be in every day use. "A stockbroker's clerk walking down a London street," said Mr. Isaacs, "will hear a bell ringing in his pocket, and putting the receiver to his ear, will hear the voice of his employer, who at that moment is travelling in an aeroplane at 100 miles an hour, probably as far off as Warsaw."

It is understood that the Government is taking steps to compel commercial airships and aeroplanes to carry wireless telephony or telegraph installations. The larger machines of both types may have to carry both wireless telegraph and telephone installations, the former for accurately fixing their position at night or in fog, by communicating with long-distance "beacon" stations which give the pilot his angular direction, and the telephones for speaking to passing aircraft and making arrangements with aerodromes for landing.

HONGKONG POLICE RESERVE.

(ORDERS ISSUED BY MR. J. W. FRANKS, D.S.P., RESERVE.)

MEETING.
There will be a meeting of the Company Commanders and Warning Officers at Headquarters, on Monday, the 28th inst., at 5.30 p.m. Uniform optional.

RESIGNATION.
P.-c. 875 Ribeiro is allowed to resign on leaving the Colony.
Hongkong, April 24th, 1919.

ST. JOHN AMBULANCE BRIGADE.

HONGKONG AND CHINA DISTRICT.

All Men's Divisions will parade on the Cricket Ground on Sunday, the 27th inst., at 9 a.m.

Dress, helmets, shorts, puttees, haversacks, waterbottles. Stretcher men not required.

The Brigade records with deep regret the death of Private Ua Tsung Kan, Saiyungpui Division.
(Sd.) E. H. HALPES,
Ag. Asst. Commissioner.
Hongkong, April 24th, 1919.

LANE, CRAWFORD & CO.

CANN & TAYLOR'S CLUBS

ROBERT FORGAN'S CLUBS

SOLE AGENTS FOR SPALDING'S ATHLETIC GOODS.

SPALDING'S "GOLD MEDAL"

GOLF CLUBS.

LADIES' MODELS AND GENTS' MODELS.

INCLUDING

DRIVERS.

MASHIES.

BAFFIES.

MID IRONS.

BRASSIES.

DRIVING IRONS.

JIGGERS.

PUTTERS.

LOFTERS.

NIBLICS.

CLEEKES.

MASHIE NIBLICS.

No. 57E

CADDY BAGS BURKE AND SPALDING GOLF BALLS
HICKORY SHAFTS.

ACCESSORIES OF EVERY DESCRIPTION.

LANE, CRAWFORD & CO.

VICTORIA THEATRE.

TO-NIGHT! 9.15 p.m. TO-NIGHT!
"THE HOUSE OF HATE"

Episode 18—At the Pistol's Point.
Episode 19—"The Hooded Terror" Unmasked.
To-night you will be on tenter-hooks to see who the individual is that has kept you guessing so long. Wonder if you did mark the right man.

HAROLD LLOYD

in
"THAT'S HIM."

MATINEE

Sunday, Matinee April 27th, at 6 p.m.

SNOW GIRL.

BOOKING AT ANDERSON'S.

MACARONI, VERMICELLI, NOODLES.

AND ALL KINDS OF PASTE.
AGENTS WANTED!!!
Special price for wholesalers and retailers.

Please apply:—
CANTON NOODLE AND MACARONI FACTORY,
Manufacturers of the well known
"Poppy Brand."

Office:—31, OLD GILMAN STREET, Tel. No. 2399.
Manufacture:—19/23, ARGYLE STREET, Mongkok, Tel. No. K330.
Hongkong, March 3rd, 1919.

Powell Ltd.
TELEPHONE 346

GENTLEMEN'S HIGH-CLASS OUTFITTERS.

Just Arrived

LIGHT-WEIGHT WORSTED & CASHMERE

GOLF HOSE

IN MANY SMART COLOURINGS INCLUDING KHAKI.

COOL

SUMMER UNDERWEAR

Having placed our orders early we are able to offer our underwear at much lower prices than prevailing to-day.

INSPECTION INVITED.

CABLES.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

THE SITUATION IN INDIA.
PASSIVE RESISTANCE DEMONSTRATIONS AT CALCUTTA.

Calcutta, April 14th.

During the week-end there were passive resistance demonstrations which the Marwaris began by interfering with tramway passengers and closing their shops.

The demonstrations culminated in serious rioting in the Indian quarter. Several Europeans were assaulted. The Police were stoned. Some of the officers were injured.

The military were called out and were compelled to fire, causing a dozen casualties. After this, order was restored. The Military are guarding the Indian quarter.

LAHORE AGITATORS DEPORTED.

Lahore, April 14th.

Several agitators were deported to an unknown destination. The General Commanding told the shop-keepers that unless they opened within 48 hours the shops would be forced and the contents auctioned.

RAILWAY STATION WRECKED.

Simla, April 15th.

A mob at Gujranwala in the Punjab attacked a train and wrecked the railway station. Aeroplanes from Lahore bombed and machine-gunned the crowd.

ALL QUIET IN LAHORE.

Lahore, April 20th.

The Press Bureau states:—The Viceroy telegraphed on April 20th:—

"All is quiet in Lahore. A number of people are coming in, repentant. The mob, to-day, attacked the station at Narobi."

The Bengal State Offences Regulation has been extended to the Gujarat District.

Railway communications have been restored. Mobile columns are working at arresting the rioters.

Nothing has been reported from the North West Frontier Provinces.

The Delhi shops are open.

All is quiet in the Bombay Presidency. Two agitators, who were distributing inflammatory leaflets, have been arrested. In Calcutta, nothing is reported."

EARLIER CABLES.

INTER-THEATRE WAR CHAMPIONSHIPS.

HOME FORCES DEFEAT INDIA AT SOCCER.

LONDON, April 23rd.

The Inter-Theatre War Championships commenced at Aldershot to-day.

At soccer, the Home forces defeated India by 2 goals to nil. The weather was dull, but there were thousands of spectators. The ground was in good condition. The Canadian, Thompson, the well-known Millwall centre-forward, scored with a fine shot in the first half. He also scored from a penalty kick in the second half.

India was represented by the First Battalion of the Yorkshires, who were out-played after the interval.

MR. DAVID LLOYD GEORGE.

LIKELY TO LEAD DEMOCRATIC ELEMENTS.

LONDON, April 20th.

The opinion is gradually forming in political circles that Mr. Lloyd George's speech indicated a resolve to free himself from the predominant Unionist influence in the House of Commons and to embrace the opportunity of taking up the leadership of the Democratic elements which so strongly asserted themselves in the recent bye-elections.

THE PEACE TERMS.

TO-DAY'S HISTORIC MEETING.

BERLIN, April 19th.

General Nudant, on behalf of the Supreme War Council, delivered a Note, yesterday, to the Armistice Commission at Spa, inviting the German plenipotentiaries to Versailles on April 25th to receive the text of the Peace Preliminaries, requesting the German Government to notify the number, names and status of the delegates and their attendants, and stating that the Delegation must remain strictly confined to its rôle.

Count Brockendorff von Bantzen replied intimating that he will tend to Versailles. Minister von Haniel, and Herren von Koller and Ernst Schmitt, Counsellors of the Legation. They will be authorised to receive the text of the Peace Preliminaries.

They will be accompanied by two officials and two Chamberlains.

HOW TO WIN LABOUR.

SIR E. GEDDES' VIEW.

GIVE THE MEN THE FACTS.

In view of the labour unrest, the speech made by Sir Eric Geddes at a dinner of the National Alliance of Employers and Employed, held at the Holborn Restaurant, recently is of considerable interest.

LETTING OFF STEAM.

Mr. John Hodge, M.P., proposing "The National Alliance of Employers and Employed," said he had not been greatly concerned about the labour troubles. The sooner the workmen let steam off, the sooner they would settle down.

It was better to get rid of the froth now than when the work of reconstruction had really started. His experience was that when they got the best of both sides to discuss matters, the big, broad-minded, and big-hearted man always dominated. Strikes and lock-outs had the same effect upon industry as war had upon nations—they were wasteful. If men did not produce wealth they could not have it in wages. (Cheers.)

PROGRESS OF DEMOBILISATION.

Sir Eric Geddes, who was cordially received, remarked that unemployment was always ahead of them. There were half a million people unemployed to-day in this country. But that did not appear to him to give cause for alarm when resettling a whole country like this there must be a pool from which the best of the jig-saw puzzle had to be sorted, and as long as the people who were inevitably in that pool were not allowed to suffer privations and want—and that is our business," added Sir Eric—they need not be alarmed, unless it assumed large proportions. The percentage of out-of-work benefit policies was decreasing each week—not in numbers, but in the length of time people were drawing out-of-work benefit. They had every reason to be optimistic.

At present we are going through a somewhat critical period, he proceeded. There are labour disputes and troubles everywhere. Somehow or other we do not seem to be pulling together as we should. Somehow or other the employer and the Government and the working classes are not all on the same rope, and we want to get on the same. (Hear, hear.) We must admit things are not going well. They ought to go better."

From all sides pamphlets reached him containing schemes of conciliation and arbitration, industrial councils, local councils, and Whitley reports, some good, some bad, and some not good. (Laughter.) All these things were to cure an evil.

What was the cause of the evil? Suspicion, distrust, lack of knowledge of each other's difficulties. (Hear, hear.) They had seen to what the Russian fever had brought Russia. We were not going to make the same mistake here; we were made of different stuff. (Hear, hear.) He did not think there were 5 per cent. of the British working men who thought that kind of thing was right. (Hear, hear.) Employers and employed were as essential to each other as night was essential to day. There were found to be differences between the man who held the purse strings and the man who wanted what came out of the purse. They must deal with those differences in a reasonable spirit.

OFFER TO TRADE UNIONISTS.

Some representatives of labour thought that an industry should be run by labour for labour. If ever there was an opportunity for that experiment it existed now. We had great national factories, equipped probably second to none in the world, and owned by the Government, who were willing to sell them. Would it not be a good idea if trade unionists would take over and run one of these factories. (Laughter.) He made that proposition not jokingly, but seriously. He was sure the Government would look sympathetically upon any such proposal. The experience would be valuable, and he hoped those who believed in it would try it.

With regard to profit-sharing, he was a great believer in it, where it was applicable, but the history of profit-sharing was not very encouraging. The latest report (1912) stated that there were 300 profit-sharing schemes started, and that 163 had died a natural or unnatural death. The remaining 137 were in existence, and they employed about 100,000 people. That rather showed that profit-sharing did not seem quite to meet the case.

He did not know why, but he thought the idea was that before they could get successful profit-sharing, they must be able to give the worker who shared in the profits an adequate margin of "come and go" to induce him to put his back into the thing to make it a success. If they took the ordinary non-speculative business, and the business where the proportion of wages to the working expenses, or the total turnover was high, they might get a sufficient margin to make it a success. The great outstanding success in profit-sharing was, he believed, in connection with gas works, where labour was roughly 30 per cent. of the total expenditure. In coal 73 per cent. of the total expenses went in wages. Obviously they could not profit-share successfully on that. On the railways 65 per cent. of the expense was upon labour, and railways earned a dividend of 31 per cent. on Ordinary stock. If they took 1 per cent. off that and reduced the dividend to 24 per cent., the average return on a profit-sharing basis to employees was only 35 per cent.

PROFIT-SHARING NOT A PANACEA.

The conclusion was that profit-sharing was not going to be a panacea for industrial troubles. One great factor in profit-sharing was the indirect benefit it gave

to the employee by enabling him to see the essentials of the management of the concern in figures—he knew what was going on, and realised the effect of changes. That removed distrust, which, with suspicion, was at the bottom of our troubles.

His experience taught him that in the vast majority of industries in this country they did not really work on a scientific basis, with statistics to show what they were doing. If they had careful and accurate statistics, and the men knew exactly what each operation would result in, they would realise what was at the back of the management, and see what they were trying to do, and he believed common sense would come to their aid. That policy had been adopted at the blast furnaces of Cleveland, and by the Northumberland and Durham Coal Owners' Association, and he was told that the effect had been greatly to promote harmonious relations.

He did not say that statistics were infallible. But if used with discretion they would be the first step in the removal of distrust. If these statistics were only kept systematically by the great industries and the men had access to them, we should have gone a very long way to get rid of the distrust and suspicion which were at the bottom of all our troubles. If the employers gave the men the facts showing why instructions were given, they would find the men would respond, and distrust and suspicion would go.

In these times it was only by mutual tolerance and understanding, or effort to understand, that we could possibly succeed. Employers and employed could not work apart. Unity and trust had brought us through the war, and in God's name let them be united and trust each other a few more years. (Cheers.) To employers he would say, "Help the men by giving them the actual facts, so that they can understand what you are trying to do, and what your views are." To the men he would say, "Try to realise that every employer is not a soulless profiteer, but that he has got his difficulties. Try to understand him, and try to pull with him for the good of the country you have fought for." (Cheers.)

There would always be need for arbitration. We should never avoid strikes, nor was he sure we wanted to avoid them altogether, because we might have some exceptional circumstances, because the men had no other way of voicing their feelings, but we had got to find that other way. Before they struck let them meet the employers round the conference table and discuss facts and figures. Let them agree to work together, or if they had to separate, let them separate upon known facts, and not upon distrust and suspicion. He believed that by mutual trust, tolerance, and sacrifice, we should get through the very critical time that was ahead of us. (Cheers.)

(Continued at foot of next column.)

THE VOLUNTEER.

(1914-1919).

[BY SIR A. DONAN DOYLE.]

The dreams are passed and gone, old man. That came to you and me. Of a six days' stunt on an east coast front. And the Hun with his back to the sea.

Lord, how we worked, and sweated sore. To be fit when the day should come. Four years, my lad, and five months more. Since first we followed the drum.

Though "Follow the drum" is a bit too grand. For we ran to no such trills. It was just the whistles of Nature's band. That heartened us up the hills.

That and the toot of the corporal's fute. Until he could blow no more. And the lilt of "Sussex by the Sea." The marching song of the corps.

These hills! My word, you would soon get fit. Be you ever so stale and slack; If you put it with rifle and marching kit. To Rotherfield Hill and back!

Drills in hall, and drills outdoors. And drills of every type. Till we wore our boots with forming fours. And our coats with "Shoulder hips!"

No glory ours, no spunk, no pay. One dull evenless grind! Find yourself, and nothing a day. Were the terms that the old boys signed.

Just drill and march and drill again. And swot at the old parade. But they got two hundred thousand men. Not bad for the old brigade!

A good two hundred thousand came. On the chance of that east coast fight. They may have been old and stiff and lame. But, by George, their hearts were right!

Discipline! My! "Eyes right!" they cried. As we passed the drill hall door. And left it at that—so we marched cock-eyed. From three to half-past four.

And solid! Why, after a real wet bout In a hole in the Flanders mud. It would puzzle the Boche to fetch us out. For we couldn't get out if we would!

Some think we could have stood war's strain. Some say that we could not. But a chap can only do his best. And offer all he's got.

Fall out, the guard! The old home guard! Pile arms! Right turn! Dismiss! No grogging, even if it's hard. To break our ranks like this.

We can't show much in the way of fun. For four and a half years gone; If we had our chance—just once! just once! Carry on, old sport, carry on!

to the employee by enabling him to see the essentials of the management of the concern in figures—he knew what was going on, and realised the effect of changes. That removed distrust, which, with suspicion, was at the bottom of our troubles.

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(Continued at foot of next column.)

FLYING WONDERS.

AIR CHIEF'S FORECASTS.

CIRCUIT OF THE GLOBE.

Major-General Sir F. H. Sykes, K.C.B., Chief of the Air Staff, gave a most optimistic forecast recently of the possibilities of aerial navigation when diverted from war to peaceful purposes.

The occasion was an address on "Commercial Aviation in the Light of War Experience," which he delivered before the London Chamber of Commerce at the Cannon-street Hotel—the first occasion, as he remarked, on which the chief of a fighting service had spoken publicly upon the commercial aspect of his own service.

Major-General Sir F. H. Sykes said that aviation in any form was less than a dozen years old. In most countries it was still a child of war; but military aircraft had this distinction, that, unlike other forms of warlike preparation, which were useless for all peaceful purposes, they constituted a means for undertaking public and political work of the highest value.

Air craft as developed for fighting could be employed in opening up far distant and inaccessible portions of the Empire. In survey and mapping, and in postal and other communication services in districts as yet unreached by private enterprise. Aviation was now on the threshold of a new existence in civil and commercial life. Its progress and development must inspire confidence on the part of the public and the business community.

There must be no exploitation of a new industry by ignorant or unscrupulous persons. Sure steps were necessary. In the technical aspect we should pit the brains of our inventors and engineers against those of the whole world, with no reason to fear the issue. We had gained for ourselves the foremost place in design and technique of aircraft and engine, and British manufacturers might safely be trusted to maintain and improve their position. (Cheers.)

State assistance in design and research work, it was agreed on all hands, must continue. Improvements which had taken place in the design and construction of aeroplanes and engines had brought us to a position in which, with prudence and judgment, the risks of flying were very small, apart from the danger in training the pilot with the conditions of the air. With training fatal accidents had been surprisingly few, and the average had now reached the high figure of 1,170 hours per fatal casualty. Since January, 1916, 3,340 officers had been killed on the Western Front. Nearly all cases had been due to battle, and only a small proportion to accidental causes. The total flying done had been close on 1,000,000 hours.

With the disappearance of the enemy's bullets had disappeared the principal cause of fire occurring in aircraft. Under present-day conditions, the chances of a passenger safely reaching his journey's end in a modern machine conducted by a skilful pilot, and operated under proper conditions, were not far short of his chances of safe arrival by the older and more familiar means of transportation.

TRANSATLANTIC FLIGHT. Coming to some of the competitions which had been discussed, particularly the offer by the Daily Mail of £10,000 for the Transatlantic flight, the lecturer said that with the enactment of the aerarium regulations that flight could, as far as Great Britain was concerned, be open to all comers, including our friends in America. Last June arrangements were seriously commenced by the Air Ministry with a view to testing the possibility of bringing aerial reinforcements from America, and also of being in a position to render all possible assistance to our allies in the event of an attempt to cross the Atlantic.

The accomplishment of the Transatlantic flight demanded an organisation capable of centralising at the starting-point all information about the immediate weather conditions all along the route, in order that the rare opportunities when suitable conditions existed might be seized. It should not be undertaken lightly, and should be viewed at present as a demonstration rather than a competition.

In all overland projects the greatest importance would attach to the selection and equipment of aerial routes. This would be governed partly by geographical and, increasingly, by commercial conditions. Preparations on a large scale and much subsidiary organisation were needed. Landing grounds must be provided, and conspicuous marks and indications given. Repair facilities must be established, stopping places linked up with centres of distribution. In this matter private enterprise would derive the greatest benefits from the work that had been done by the Governments of the countries of Europe during the war. The greater part, however, remained to be done.

The recent overland flights between Egypt and India had been undertaken in order to "blaze the trail" and gain experience. In good weather a machine starting from London would doubtless fly direct to Marseilles without stopping; thence, with a short stop at Pisa or Rome, to Taranto. Its long journey overseas would be Suda Bay, in Crete, to the coast of Africa at Sollum. Then, with a possible stop at Mersa Matruh, the machine would proceed to Cairo where mails could be transferred to another machine, in order that the one which had flown from London might be given a complete overhaul before return to England. Thence the route would lay by way of Damascus and Baghdad to Basra, on the Tigris, to Bishra, and along the coast to Bandar Abbas, India being reached in the next stage. At Chachak-Karachi, Hyderabad and Jodhpur are the remaining stops to Delhi.

For this journey some twenty-five aeroplanes and landing grounds were necessary. Taranto, Cairo, and Basra would require to be equipped with first-class facilities, minor repairs being provided for at Rome, Marseilles, Suda Bay, and Karachi. The stages averaged 300 miles

each, the total distance, London-Delhi, being approximately 6,000 miles. We were justified in looking forward to the approach of a weekly mail service by air between London and India, the time of passage not exceeding seven or eight days. This would be advantageous from the commercial point of view. (Cheers.)

Although it was in connection with long-distance work that aviation had most to offer, it was well not to overlook the possibilities of such routes as London to Dublin and London to Glasgow. Study was now being given by the Air Ministry to these, in connection with their possibilities for urgent mails and newspaper work. Newspaper proprietors might easily find it advantageous to use high-speed aeroplanes for conveyance of copy, stereotypes, and photographs between such centres as London, Paris, Glasgow, and Dublin.

LONG JOURNEYS AT AIRSHIPS. The airship was well adapted for long-distance journeys involving non-stop flights, as there was practically no limit whatever to its range provided it could be made large enough. With increased capacity there was no reason why they should not be built capable of completing the circuit of the globe. A Zeppelin airship flew from Hamburg, in Germany, to German East Africa, carrying 12 tons of ammunition for the relief of a force operating there. Fortunately, on her arrival in Central Africa she was informed by wireless that the force had surrendered. She thereupon set out for home, and reached the base in safety, having been in the air four days without landing. Some days, perhaps, it might be possible to run a continuous ship service between England and America.

Among the many difficulties which would have to be overcome in fully developing air routes, there was first the International Conference with regard to aviation. The Royal Air Force had lately been engaged in preparations for a post-war service across the North Sea, but in regard to these we were still legally in a state of war, there was the difficulty of the three-mile territorial water limit, upon which agreement must be reached.

One of the most important problems to be solved was the influence of the weather. There were at present thirty-one Royal Air Force Meteorological Stations in the United Kingdom alone, and there seemed every likelihood of this number increasing rather than decreasing if the Royal Air Force was allowed to continue the control of this service. A night service was often less liable to suspension owing to unsuitable weather conditions than a day service. For instance, it would probably be possible to make a trip from London to the Rhine in 100 days, and on 120 nights of the year, in June, three or four times each week, and during the winter months one trip a week. Already great progress had been made in navigation in fog and in weather. A clever instrument was now in use to determine the angle between the direction in which the aeroplane was pointing and the direction of her path over the ground, and it also gave the actual speed of the machine and the force and direction of the wind, so that fairly accurate navigation could be seen. Flying through clouds still remained a matter of much difficulty, owing to the entire loss of all sense of direction, until the introduction of the turn indicator, an instrument designed to show on a dial the slightest turning movement of the machine. Aerial sextants for taking astronomical observations, wireless apparatus to enable aircraft to fix their position frequently and to report to their base, what course they were steering, or if they were in any difficulty, were also being developed. A good example of the use of directional wireless telegraphy was seen in the recent test-flight of a large aeroplane from London to Paris, in which an aerial navigator gave all directions as to steering, and stated periodically where the machine was without ever looking out of the cockpit. The time calculated by the navigator. On the return journey the officer, on stating that the machine should be over Brighton at that moment, was found to be less than one mile away from that town. The ground transmitting stations were, in fact, a form of aerial lighthouse or beacon unaffected by fog, and with a range of visibility of 600 miles. Their cost would be high—perhaps in the neighbourhood of £20,000 or £70,000 per station, but for aircraft they were primary requirements.

THE IDEAL PILOT. The lecturer described the procedure employed almost nightly by the Royal Air Force in conducting their bombing raids over the German lines. Paraffin flares had been found exceedingly satisfactory, one lighting penetrates mist and fog well. Small lighthouses have been used to flash various code letters and signals. Other small searchlights were used at many aerodromes to light up the path along which a machine was actually landing, and were switched off and on as required. Kite balloons of medium size were expected to prove very useful for the marking of aerodromes both by day and night in foggy or misty weather.

A much higher type of courage and intelligence was, however, required for aircraft than for any form of land transport. A pilot was something more than a mere driver; he must be something of an engineer, the type of man who had got weather, navigation, machinery, and speed in his bones. He could imagine that the ideal pilot for important commercial work would be one who, having served his apprenticeship in sailing vessels, passed in navigation, and worked in steam, had joined the cava at the beginning of the war, transferred to the Air Service, and had been employed on long reconnaissance and long-range night bombing raids. (Laughter and cheers.)

Fortunately, there were many men even of this ideal type, and a much larger number, who possessed one or more of the qualifications. Just as the Elizabethan seamen and the buccaniers of a later date prepared the way for the race of modern merchant seamen, so the war pilots of to-day had paved the way for the evolution of a British merchant air service. Everything possible was being done by the Air Ministry to hasten matters forward, and to mature plans for the transition of aviation from a war to a peace basis with the least possible delay and confusion. (Cheers.)

(Continued at foot of next column.)

THE AERIAL LINER.

700 FEET LONG, 71 MILES AN HOUR.

It is commonly believed that airships have not made good. This may be because very little concerning them has reached the public, and because the Zeppelins failed in their raids, and attempted raids on the country. But it would have been extremely foolish to discuss openly the work of our airships while the war was in progress. Their function was essentially with the Fleet, and could not be written about. Now the veil may be lifted.

THE STRUCTURE OF AIRSHIPS. We may now consider what the future holds for lighter-than-air craft in the coming age of commercial and pleasure flying. The future of airships was by no means neglected by the Civil Aerial Transport Committee. Two distinct means of aerial transport and travel will undoubtedly soon exist side by side, not so much in competition as in conjunction.

Aeroplanes and airships have their own peculiar powers and limitations; and because of their differences actual rivalry cannot seriously exist between them. No airship will ever travel at 240 miles an hour, for instance; an aeroplane capable of that is a certainty. On the other hand, no aeroplane yet conceived will be able to cruise for 10 days without descending to be refuelled and overhauled; an airship capable of this is already planned. The gas capacity of this projected ship will be 10 million cubic feet—over four times as much as that of the German L.70, the Goliath of her kind. Her length will be 1,000 ft., her full speed 95 miles an hour, her cruising range 20,000 miles. Passengers, with their luggage, crew, provisions, merchandise, and so forth, up to a weight of 200 tons, will be lifted by these "ten million" ships, which will include in their accommodation saloons, drawing rooms, smoking rooms, and a "roof garden" with a lift up to it.

AERIAL LINERS. To-day a British airship of almost two and three quarter millions gas capacity is being built. This ship is to have a length of nearly 700 ft., a disposable lift (for passengers, luggage, goods, etc.), of 50 tons, a full speed of 71 miles per hour, a cruising range of 6,400 miles, and a cruising endurance of almost nine days.

Except, perhaps, for coastal cruisers, airships are unlikely to be regularly employed in short trips, except for pleasure or over bad country. Their obvious use is for merchandise, carrying, long-distance cruising, journeys of several thousand miles—and round the world is easily within their compass even now—which are beyond the powers of heavier-than-air craft in a single stage. Not only are they better suited for this sort of work by their very nature, but they possess other advantages over aeroplanes in personal comfort. Ordinarily an airship need not fly at more than a thousand feet. This makes for less cold travelling, and also enables those in the ship—especially at cruising speed—to enjoy the scenery. In an aeroplane, rushing by so fast underneath that the world looks like a dull contour map. In an airship, however, one can come down even to 200 ft. or so, to drift with engines almost or completely stopped, and to look "at things." In an aeroplane the splendour of the Bay of Naples is lost; in an airship it can be enjoyed at leisure.

COMFORT FOR PASSENGERS. Then, too, an airship always flies on an even keel; it does not "bank" in turning as an aeroplane does, nor does it climb or descend steeply. All this makes for comfort, and a feeling of greater security. Sleeping in an airship is a calm experience; moving about, comparatively simple. Also, there is less noise in an airship than in an aeroplane. The latter's engines beat incessantly, and the wind shrill and whistle unpleasantly among the wires. An airship has no wires to madden with their noise, and the engines can be throttled down to a few revolutions, or absolutely stopped with a favourable wind blowing. Travelling in an airship need by no more noisy than in a motor-car. Engine failure, too, is not such a life or death matter in an airship. The gas bag will always keep you up until the failure is repaired. The airship is only relatively slow; it is normally twice as fast as an ocean liner. Beside an aeroplane it is slow, but aeroplanes and airships are not true rivals. Hitherto climb has been considered more important than speed in the airship. Now that climb can be given to speed. One hundred miles an hour is easily within reach. It is scarcely necessary to say that the long-distance commercial and passenger airships will be of rigid design.—The Times.

Concluding, the lecturer quoted a passage from Adam Smith's "Wealth of Nations," written 100 years ago: "The judicious operations of banking, by providing, if I may be allowed so violent a metaphor, a sort of wagon-way through the air, enable the country to convert a great part of its highways into good pastures and cornfields, and thereby to increase very considerably the annual produce of its land and labour." His metaphor was not so violent after all, and the "wagon-way" through the air was about to be realised. (Loud cheers.)

The Chairman, moving the vote of thanks which was given to Major-General Sir F. H. Sykes, mentioned that at the Conference to be held in Paris there would be three difficulties to be dealt with: Aerial rights of way over foreign countries, difficulties as to the Customs, and the question as to the conversion of peaceful machines into those terrible engines which could drop bombs on towns. To that Conference they wished good luck, and they hoped to find aviation employed as a peaceful means of distributing commerce and advancing civilisation. (Cheers.)

(Continued at foot of next column.)

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VISCOUNT NORTHCLIFFE. A CHARACTER SKETCH.

[BY H. T. RAYMOND.]

Four years ago Viscount Northcliffe was merely a newspaper miracle. To-day many people are speculating, not unsympathetically, whether the country would accept him as Prime Minister, with the powers of a dictator, for it is understood that he would take office on no other terms. Many others regard his present indirect power as one of the chief dangers of the State. Outside the circle of his business activities, Lord Northcliffe used to be regarded as a kind of joke. Now friends and foes—and he has both in plenty—agree in taking him most seriously.

It was said of Napoleon III. that he deceived all Europe twice: first when he pretended to be a fool, and secondly, when he pretended to be a statesman. Possibly there has been a somewhat similar misjudgment regarding Lord Northcliffe. He was certainly underrated in his vigorous youth; it may be that in middle age the blaze of his prestige is too blinding for a reasonable estimate of his real qualities. Apart from the artist's sort, he is, of all the men I ever met, he who best satisfies my conception of genius. I hasten to add that I reject altogether the definition of genius as the capacity for taking infinite pains, and equally Carlyle's idea of it as a general power of intelligence capable alike of writing Shakespeare's sonnets or ruling a State. Lord Northcliffe's genius is like that of certain men for games of war: it can co-exist with something very like general mediocrity. Lord Northcliffe's genius is perhaps as narrow as that of a great chess-player. But nobody who has had the privilege of observing his methods as a newspaper man—he is very much more than a newspaper proprietor—can possibly fail to acknowledge a power quite different in kind as well as in degree from mere business or professional acumen.

Lord Northcliffe, in his proper business, has the gift of intuitive perception in extraordinary measure. He possesses a supreme instinct for the right thing in the sense of the expedient thing. He knows exactly what the public wants, or rather what the public would want if it knew how to make its wants known. A good many of his line are shrewd enough judges of what the common man says and feels to-day. It is Lord Northcliffe's special gift that he knows what the common man will be saying the day after to-morrow and says it in advance. In great things and small, he has always been a little ahead of his rivals. He was in the forefront of the cycle boom, both as a writer and a racer. He was the first to vitalise the old scrap journalism of the *Tit-Bits* type, to infuse into its Victorian formlessness and respectability new elements appealing less to the middle-class than to the first flower of Board School culture. He aimed at the "man in the street," and hit him hard in every issue of *Answers*, with its strong sex interest, its *Five Founds a Week for Life* competitions, its attention to the romance of crime, food, and money, and its general air of knowingness.

Answers was Alfred Harmsworth's campaign of Italy. As its conductor he reached the high-water mark of his genius. Great men in the making are always more wonderful than great men made. After the 18th Brumaire all was comparatively simple for Napoleon; the real miracle was his early career. After *Answers* Alfred Harmsworth could only repeat himself with variations. He bought the moribund *Evening News*, "Answered" it, and made it pay. He brought out the *Daily Mail* as a morning *Answers*, with the best cable service money could buy. He made one mistake in his penny *Daily Mirror* for moneyed women; the moneyed women would not pay the penny. But that failure he almost instantaneously turned into a gigantic success by appealing to millions who had never taken a newspaper before. Within a week of the change from good fashion blocks to poor pictures every office-boy and milliner's apprentice was buying "the world's only half-penny picture paper." Lord Northcliffe, with an eye like Napoleon for the "enemy masses," had suddenly guessed that brains are to eyes as units to tens, and that the mind too inert to read even a serious paragraph may find pleasure in a news picture and information in its caption.

There is some significance in Lord Northcliffe's choice of heroes—Dickens in letters, Napoleon in history. Dickens he admires for the surrogacy which he aimed at the heart of the masses, Napoleon for the way in which he controlled men and got things done. The truth is that he is himself a sort of composite parody of the two men. His message to the common man is perhaps not worth delivering, but he gets it delivered. The things he has got done may not have been worth doing, but he has no living equal in the art of getting those things done.

And he has also the Napoleonic gift of enslaving the intellect of other men without recourse to vulgar tyranny. The Jesuit had to be like a corpse in the hands of his superior. In the Carmelite order of Journalism the neophyte must yield a similar obedience. He must give not only his work but his spirit. He may gain little or much by the bargain. He may rise to twenty thousand a year with a knighthood, may motor-cars, and apartments to match. Or he may remain a mere cog in that great machine. But on every fragment of human metal in the fabric, whether common cast-iron or finely lacquered brass, is stamped the

(Continued on first of next column.)

HOW TO BE A MILLIONAIRE

I have the secret from one of the richest and most successful men in America (writes "M.C.L." in *The Daily Express*). He lived and died long ago, so I am not betraying a confidence in repeating what he said to me. The maxim which guided his life was much on a par with that about genius.

To become rich you must practise thrift from earliest days. You must have the force of will to deny yourself in everything. You must stick at it day and night, never forgetting. You must never relax, but save up each penny as if it were a pound.

He had begun as a poor newsboy selling papers in the street. From that to the first £500 is a tale of long struggle and self-denial and many lonely and abominable years. No marriage for him; no drink, no tobacco; poor living and poor lodging.

This man worked all day, and, if he could find a job, he worked all night. He saved and painfully accumulated that first little sum. He bought shares here and there, ten pounds' worth at a time. I don't propose to follow the ramifications of his fortune, but in it he always denied the element of luck.

"I was not more lucky than other men," he said, "but I was more persevering. Thrift and perseverance and again thrift. These qualities accomplish anything."

I know another man, scarcely less wealthy, who began life in the same humble way. His advice did not differ from the other.

"Hard work," he said, "there is no other secret to success."

A millionaire is, perhaps, not an object of popular adoration, but there are few of us who would not be glad to share his particular form of unpopularity. We have been told how to get rich. Work in play hours; work overtime; work half through the night.

"Not worth it," some one says, "by the time you have got the money you won't know how to enjoy it. You will be a mere machine, never getting away from business."

Perhaps that is true. Our friend was a most unhappy man. He looked unutterably weary. His money brought him little that interested him. He had not time to cultivate sports or artistic tastes. However, our question is not "Do you wish to be happy?" but "Do you wish to be a millionaire?" If you do, follow in this man's footsteps. Put aside recreation, matrimony, tobacco, drink, outings, all the relaxations of life, and devote yourself to the cause. Save every penny except what goes on bare subsistence. You may not be happy, but you will be a millionaire.

motto and device of the master. Girth with his brass collar was less the born thrall of *Codre* than the Carmelite editor of Lord Northcliffe. For Girth could at least think his own thoughts, and the editor's thoughts are prescribed for him.

It has been said of Lord Northcliffe that he was the first man to build a factory in Bohemia. He has certainly gone far to industrialising journalism, and in doing so has given it a commercial stability and an intellectual lightness oddly in contrast. The shares of his concerns have more than the solidity of Government securities; it is their editorial opinions that fluctuate madly. This levity is partially due, no doubt, to the constitutional jinkiness of Lord Northcliffe's intelligence. He thinks in headlines and works in "stunts." He has been steady in but one thing, the consolidation of his business; and that business has been largely built up on the flexibility of his mind on public questions. But there is possibly another reason for the eccentricity of his course. I said that he greatly admires Napoleon, and Dickens. Napoleon shut up the deputies, Dickens retained through life a massive contempt for the House of Commons. From his earliest days Alfred Harmsworth seems to have been equally attracted and irritated by politics. He desired the double pleasure of despising the game and playing a part in it. Though he might speak of the House of Commons as an antiquated vestry, he tried to enter it through the borough of Portsmouth. Portsmouth would have none of him, and from the day of that defeat he has consistently belittled representative institutions, and assailed politicians of all parties, with a contempt sometimes just, but seldom entertained on just grounds. His only consistency has been the consistency of hatred for which he has not the industry, or perhaps the talent, to qualify.

To some, who knew him best, it was rather surprising that he should have accepted, first, a baronetcy, and then a peerage, from Mr. Balfour. In the first place he somewhat diminished the independence which he had by this time, after some attempts to play the party game, adopted as his line; in the second, he parted with a considerable source of moral strength. For in his young days he did stand for a kind of democratic reality. He has never had much eye for the greatest, but no man had a surer perception of the mere fool, however gilded. Holding himself aloof from society, refusing to be entangled in any set, busying himself solely in his wealth and newspaper influence, he might in a negative way have been of considerable service to the country in his part of independent critic. But since his ennoblement a certain degeneracy has been noticeable. His campaigns have tended to become personal vendettas. He is no longer outside party; his judgments and *gossamer* are party judgments and *gossamer*, though his party consists only of one. It is never quite certain what or how step he takes is dictated by principle; there is always the possibility that he has made a new friend or quarrelled with an old one.—*M.A.B.*

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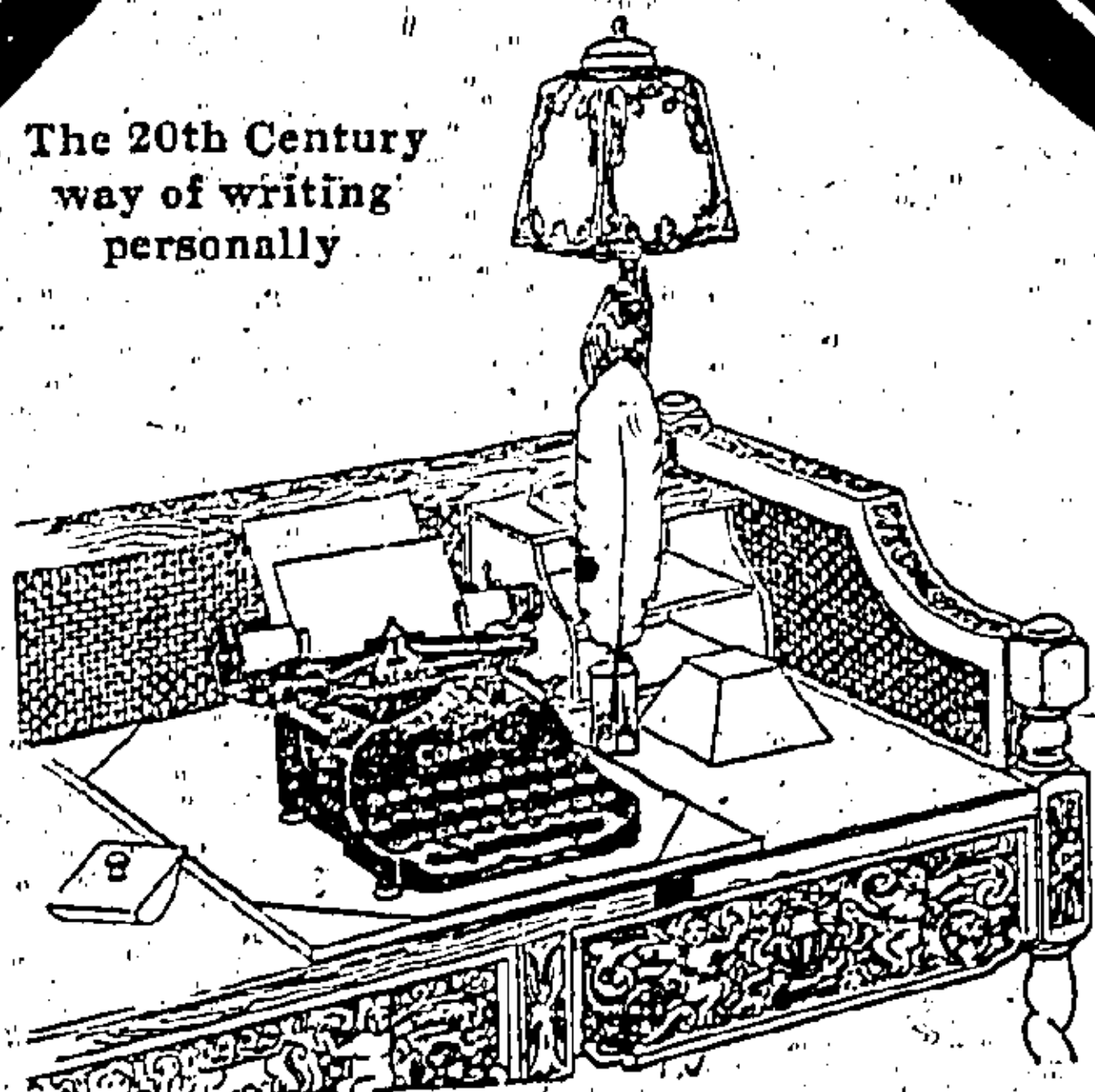
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HOW TO BE SAGACIOUS.

Old soldier writes to the *Morning Post*:—You rightly state in your issue of February 3rd that it is not the least disturbing feature of the correspondence between Mr. Asquith and Mr. Lloyd George, published originally in the *Weekly Dispatch*, to find Mr. Lloyd George pluming himself upon a memorandum concerning a field of warfare—Rumania—of which, as is notorious, he knows little or nothing. That ignorance is shown by a glance at the memorandum itself, and as persistent attempts are being made to magnify the Prime Minister's presence at the expense of his naval and military advisers, all tending to the justification of political interference in strategy and to the glorification of Mr. Lloyd George's interference in particular, it is essential to expose the real nature of this supposed prescience.

Mr. Lloyd George gives various excellent reasons for apprehending, at the beginning of September, 1916, that Rumania ran great risks of being crushed by an Austro-Germanic-Bulgarian combination, and he therefore once more urges that the General Staff should carefully consider what action we could, in conjunction with France and Italy, take immediately to relieve the pressure on Rumania if a formidable attack develops against her. The assumption, of course, is that the General Staff had never considered the subject at all, and that Mr. Lloyd George was the first who had the bright and happy thought of devising some means of helping Rumania.

A FAVORABLE OPPORTUNITY.
Now the facts are as follows:—In July, 1916, the position of the Central Powers was an extremely serious one. The Germans were hard pressed on the Somme; they had no troops to spare to relieve the pressure on the Austrians, who were in full retreat before the Russian offensive under Brusiloff. This was the situation which the *Entente* Governments endeavored to exploit by inducing Rumania to intervene on the Austrian right flank and rear. Most of their General Staffs, and ours among the number, entertained doubts as to the value of Rumania's intervention, but a very favorable opportunity undoubtedly existed at that moment, and had she declared war about the middle of July, instead of at the end of August, it is possible that the effect of her fresh forces menacing the rear of the defeated and demoralized Austrians might have been decisive and have ended the war in 1916. Owing, however, to Rumania's fatal hesitation the negotiations were protracted for months, and by the time she had decided to throw her sword into the scale the Austrians had to a great extent recovered from their disasters, while the Germans, who foresaw the danger, had had time to form a considerable number of fresh divisions, which were rapidly concentrated in Transylvania.

The risks which Rumania ran at the time when Mr. Lloyd George's memorandum was written were perceived by everybody who was acquainted with the facts of the situation, and the General Staffs of the *Entente* Powers had already, previous to her entry into the war, done everything in their power to assist her. The Russians, who were alone in a position to render direct support, had promised large reinforcements, which were already on their way, while France and Great Britain were helping with vast quantities of munitions and material of war.

RUMANIA'S CHANCE.
There is no reason why, with this assistance, Rumania should not have held her own had she adopted a defensive policy instead of committing every possible strategic mistake and allowing her forces to be defeated in detail, regardless of the solemn and reiterated warnings of our own General Staff, who clearly saw the perilous situation in which she was placing herself.

From the above facts it will be seen that Mr. Lloyd George's so-called prescience amounts to nothing at all, and his advice to consider what action we should take to help Rumania was needless, because everything possible had already been done. The only way in which the British and French armies could assist Rumania was by maintaining the pressure on the Western front, and preventing the transfer of German troops from France to Eastern Europe. There is, however, another aspect of the matter which should not be overlooked. Mr. Lloyd George, as a member of the War Committee, had been a party to all the negotiations with Rumania; he must have approved of the policy of inducing her to intervene, and he must have been satisfied with the steps which were being taken to assist her; otherwise he should have opposed the policy of intervention altogether.

Rumania declared war on August 27th; only a week later Mr. Lloyd George suddenly discovers that she is in great danger and implies that the measures taken are inadequate!

AN OLD TRICK.
A more remarkable instance of the kind of haphazard, irresponsible way in which Mr. Lloyd George deals with military situations could hardly be imagined, and his warning, seen in this light, amounts to nothing more than the old trick of acquiring a reputation for foresight by anticipating disaster and duly prophesying it. If it does not happen, no harm is done, and if the prophecy proves true a reputation for extraordinary sagacity is achieved.

The whole memorandum is, indeed, an interesting example of the Prime Minister's lack of clearness of thought in regard to military affairs, as witness his reference to the Serbian situation in the preceding year, in which he criticises our Government for not having purchased mules for the transport of a British force through Salonika to the aid of Serbia, and adduces this as a reason for our being too late to help that country. No number of mules which we could possibly have purchased would have allowed us to intervene effectively in Serbia in the autumn of 1915. The main reason we could not help Serbia was that we had no troops to spare for the purpose, owing to the fatal attempt to force the

(Continued on last of next column.)

AUCTIONS

A. G. DA ROCHA.

AUCTIONEER, SURVEYOR AND
GENERAL BROKER.

Queen's Road Central, Telephone No. 2932.
FAVOURER with instructions from
The Concerned,
will sell by Public Auction on SATURDAY,
April 26th, 1919, at 2.30 p.m.,
at his Sales Room, Queen's Road
Central,
(Old Post Office Building),
EXCELLENT HOUSEHOLD FURNITURE

Comprising:—
Chesterfield Couch and Arm-Chairs, Blackwood
Furniture, Brass and Iron Bedsteads,
Tables, Brasco Carpets and Rugs, Rug
Sofas, Overmantels, Silk Tapestry Covered
Drawing Room Suite, Sofas, Easy Chairs,
Occasional Tables, Extension Dining Table,
Bevelled Mirror Wardrobes, Hat Stands,
Dining Chairs, Silver Ware Cabinet, Teak
Bookcase, Dinner, Crockery, Glassware,
Ornaments, Pictures, Artistic Bed Sheets,
Clocks, Marble-top Washstands, Cooking
Stoves, Cutlery, Toilet Sets, Electric Reading
Lamps, Cabinets, Sideboards and a long line
of Sundries.
Catalogues will be issued.
Terms—Cash on Delivery.
Hongkong, April 21st, 1919.

A. G. DA ROCHA.

AUCTIONEER SURVEYOR AND
GENERAL BROKER.

Queen's Road Central, Telephone No. 2932.
HAVING been FAVOURER with instructions from
The Concerned will sell
by Public Auction on MONDAY, April 22nd,
1919, at NOON, at No. 69, WONGSANG STREET,
FAUMATI.

THE WHOLE STOCK IN TRADE AND
GOODWILL OF THE TUNG WA
SING KEE PASTE MANU-
FACTURING CO.

Comprising:—
All the Machinery, Fixtures, and Furniture,
1 Pumping Machine, Milling Stone, 1 Boiler,
Water pipes, and Sundries.
Terms:—20% deposit to be paid
immediately on the fall of the hammer.
Hongkong, April 25th, 1919.

A. G. DA ROCHA.

AUCTIONEER, SURVEYOR AND
GENERAL BROKER.

Queen's Road Central, Telephone No. 2932.
FAVOURER with instructions from
The Concerned,
will sell by Public Auction on MONDAY,
April 22nd, 1919, at 2.15 P.M.

A QUANTITY OF
MISCELLANEOUS GOODS,
Comprising:—
Serge, Handkerchiefs, Soaps, Blankets,
Watches, Straw Hats, Raincoats, Brushes,
Combs, Collars, Clocks, Provisions and
Sundries.
Terms:—Cash on Delivery.
Hongkong, April 24th, 1919.

PUBLIC AUCTION.

The Undersigned have received instructions
to sell by Public Auction

(For Account of the Concerned),
TO-DAY (FRIDAY),

April 25th, 1919, at 2.30 p.m., at their
Sales Rooms, No. 8, Des Vaux Road,
Corner of Lee House Street.

A few lots of superior
HOUSEHOLD FURNITURE, &c., &c.
Removed to sale-rooms for convenience of
sale.

Also
One good Piano, 2 Enamelled baths,
Electric fans,
One Oliver Typewriter (nearly new) and
2 Bicycles.
Terms:—Cash.

HUGHES & HOUGH,
Auctioneers.

PUBLIC AUCTION.

The Undersigned have received instructions
from Messrs. H. M. C. G. ALABASTER
O.B.E., to sell by Public Auction,
TO-MORROW (SATURDAY),

April 26th, 1919, commencing at 1.15 p.m., at
his residence, No. 60, the Peak.

THE VALUABLE HOUSEHOLD
FURNITURE,
&c., &c.,

therein contained,
Comprising:—

HALL—Mirror-back hallstand, Blackwood
lounge chairs and table, Wall hangings, &c.

DRAWING ROOM—Large Chesterfield
sofa and arm-chairs, Long Blackwood side
table, Curio stands, &c., Pictures and
Engravings, Brass fender and fire brasses,
Brass reading lamps, Cushions, Curtains,
Carpet, &c.

DINING ROOM—Stained teakwood suite
comprising buffet, Extension dining table,
Leather seated chairs, cabinets, Card table,
&c., Glass and crockery ware.

BEDROOM—Mahogany stained teak-
wood suite comprising—Twin beds (hair
mattresses), Large toilet table (oval mirror),
Wardrobes, Washstands, Toilet crockery,
&c., Double and Single Bedsteads, Nursery
Fire Guard, Cupboards and Zinc-lined
Blanket Box, large Dolls' House, &c., Pantry,
Kitchen and Bathroom Utensils, Electric
Fittings and variety of Pot Plants.

(Full Particulars from Catalogue).
On view from April 24th at 3 p.m.

Terms:—Cash.

HUGHES & HOUGH,
Auctioneers.

Hongkong, April 19th, 1919.

Dardanelles, and that being so the only
means of saving Serbia was to have in-
duced Greece to intervene, and thus to
have secured Serbia's line of retreat.

For the Government's failure to take
that step Mr. Lloyd George, as a member
of the Cabinet, must bear his share
of the responsibility.

BIG ATTRACTION

AT

THE CORONET



THE DOLLY SISTERS in THE MILLION DOLLAR DOLLIES

FIVE ACTS OF CHARM & FASCINATION

COMMENCING TO-NIGHT

at 5.15 and 9.15 p.m.

Prices as usual. Booking at ROBINSON'S.

A GOOD INVESTMENT

is always sought after. Any expenditure, however, which promotes one's well
being is a sound investment. Good health, undoubtedly, is one of the greatest assets
a man or woman can possess for without it none can be at their best physically or
mentally. Many good health pills are on the market, but Beecham's Pills are a
strong investment for all who desire to promote and maintain good health. It is
wise to have recourse to this wonderful specific on the first signs of indigestion.
When the stomach is disordered, when the appetite is poor, when the bowels are
irregular, the liver sluggish or you feel generally out of sorts you cannot do better
than take a few doses of this world-famous medicine. You will certainly benefit,
there are ample returns in health and satisfaction for all who invest in the
remedy of

Beecham's Pills

Prepared only by THOMAS BEECHAM, St. Helens, England.
Sold everywhere in boxes, pink (10 pills) 1/4d (26 pills) & 2/9 (108 pills).



OBTAINABLE FROM THE STORES.

THOS. COOK & SON.

TOURIST, STEAMSHIP AND FORWARDING AGENTS, BANKERS, ETC.

OFFICIAL PASSENGER AGENTS TO THE PHILIPPINE GOVERNMENT.

TICKETS SUPPLIED TO ALL PARTS OF THE WORLD at Tariff Rates.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.

BAGGAGE collected, forwarded and insured at lowest rates.

Cook's "FAB EASTERN TRAVELLER'S GAZETTE" containing Sailings and
Fares from the Far East to all parts of the World will be forwarded free on application.

Telegraphic address: COUPON. Hongkong Hotel Building, corner of Pedder Street
and Des Vaux Road, HONGKONG.
Telephone No. 654.

Also SHANGHAI, PEKING, YOKOHAMA, MANILA.

Chief Office: GUO-GATE CIRCUS, LONDON, E.C.

PUBLIC AUCTION.

The Undersigned have received instructions
from THE CHINESE GOVERNMENT SALES
DEPARTMENT to sell by Public
Auction,

TO-DAY (FRIDAY),
April 25th, at 12 Noon, at Yaumati,
Break Water,

The Steam Vessel
"KUNG CHING"

HULL—Teakwood.
Length—125 feet.
Beam—18 feet.
Draft—8 feet 6 inches.

ENGINES—Two sets of compound
surface condensing engines, with cylinders
11 1/2 in. by 23 in. by 14 in. stroke. Separate
condensers.

BOILER—One cylindrical multitubular
marine type boiler. Length 10 feet 6 inches.
Diameter 10 feet 0 inch.

Working pressure 120 lbs. per square inch.

Inspecting orders and further particulars
may be had from the undersigned.

A launch will leave Blake Pier at
11.20 a.m. on day of sale to convey intending
purchasers.

Terms:—Cash.

HUGHES & HOUGH,
Auctioneers.

Hongkong, April 12th, 1919.

CANADIAN PACIFIC OCEAN SERVICES, LTD.

The Company's Steamship

"EMPRESS OF JAPAN"

will sail from

NAGASAKI

for

VANCOUVER

via

Vladivostok

4th MAY.

Due Vancouver

22nd MAY.

Plenty of accommodation

Apply—

P. D. SUTHERLAND,

General Agent, Passenger Dept.

[615]

INDIAN AFRICAN LINE

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LIMITED.
Managing Agents.

15

"ELLERMAN" LINE.

(ELLERMAN & BUCKHALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LIMITED.
General Agents.

or to Messrs & Co., Canton

42

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMER	TO
WUHAIR, CHENG & TIENTSIN	"KUEICHO"	On 25th Apr. 10 A.M.
CHINKIANG & WUHU	"TAMTUT"	On 27th Apr. Dlight
SHANGHAI and TSINGTAI	"CHENAN"	On 27th Apr. Dlight
SHANGHAI	"TIENTSIN"	On 28th Apr. Dlight
SHANGHAI	"TEAN"	On 29th Apr. Noon
MANILA, CEBU & ILOILO	"SHANSI"	On 29th Apr. 3 P.M.
SWATOW and BANGKOK	"HUPH"	On 30th Apr. Noon
SHANGHAI	"SUNNING"	On 1st May, Noon

SHANGHAI LINE—PASSENGERS, MAILS and CARGO. Excellent Saloon accommodation. Electric Lights and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (twice weekly) and Tientsin (weekly), taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
Agents.

TELEPHONE 38

DOUGLAS STEAMSHIP CO., LTD

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First Class Passengers Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY AND BOOCHOW AND RETURN.

(Occupying 9 to 10 Days).

"HAIHONG"	Capt. J. W. Evans	SUNDAY	27th April at 10 A.M.
"HAIHAN"	Capt. A. H. Stewart	TUESDAY	29th April at 1 P.M.

Arrivals and Departures from the Company's Wharf (near Elsie Pier).

For Freight and Passage, apply to—

DOUGLAS LAFRAIK & CO.,
General Managers.

3

PACIFIC MAIL S.S. CO.

U.S. MAIL LINE.

OPERATING THE NEW FIRST-CLASS STEAMERS
"ECUADOR," "VENEZUELA" and "COLOMBIA,"
14,000 tons each.

HONGKONG TO SAN FRANCISCO,
via SHANGHAI, KOBE, YOKOHAMA and HONOLULU.
THE SUNSHINE BELT.
THE MOST COMFORTABLE ROUTE TO AMERICA AND EUROPE.

SAILINGS FROM HONGKONG at Noon.	May 21st, 1919.
BR. "COLOMBIA"	June 18th, 1919.
BR. "VENEZUELA"	July 16th, 1919.
BR. "ECUADOR"	July 16th, 1919.

These Steamers have the most modern equipment, including Overhead Electric Fans and Electric Lighting. ALL LOWER BERTHS and large comfortable state-rooms (all single and two berth only).

The Safety and Comfort of Passengers is our first consideration.

Special care is given to the Cabin, and the attention to passengers cannot be over-emphasized.

Tickets are interchangeable with the TOYO KISEN KAISHA and the CANAMIAN PACIFIC OCEAN SERVICES, Ltd.

For further information rates, literature, schedules, etc., apply to

Telephone 41. COMPANY'S OFFICE in Alexander Building, Charter Road.

P. & O. - BRITISH INDIA & APCAR LINES

(COMPANIES incorporated in ENGLAND)

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MATRITUS, EAST AND SOUTH AFRICA, RED SEA, EGYPT, EUROPE, &c.

SAILINGS FOR MARSEILLES AND LONDON.

Steamer	Leave Hongkong about 1919	Due at Marseilles about	Due at London about
NELLORE	27th April	2nd June	10th June
NEURALIA	Mid. May	Mid. June	June

FOR BOMBAY VIA STRAITS & COLOMBO.

Steamer	Leave Hongkong about	Due Bombay about
HEJAZ	30th April	30th May

SAILINGS ALSO TO SHANGHAI, MOJI, KOBE AND YOKOHAMA.

S.S.	Leave Hongkong about	Shanghai Only.
DILWARA	5th May	

Tickets Interchangeable.
P. & O. Australian tickets interchangeable with New Zealand Shipping Company (via Panama) or by Orient Line or by British India Company.

1st Saloon Passengers may travel by B.I.S.N. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

All Cabins are fitted with Electric Fans free of charge.
Steamers and Sailing dates are liable to be cancelled or altered without notice.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. GORDON & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to
MACKINNON, MACKENZIE & CO.,
25 Des Vaux Road Central, HONGKONG.
Agents.

NIPPON YUSEN KAISHA.

(JAPAN MAIL S.S. CO.)

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DISPLACEMENT	SAILING DATE
SHANGHAI, KOBE & YOKOHAMA	AT TUA MARU 15,980 Tons	2nd May, at Noon
NAGASAKI, KOBE & YOKOHAMA	SHIDZUOKA MARU	Sat. 17th May, at Noon
SHANGHAI, and KOBE	AKI MARU	Wed. 31st May, at 11 A.M.
LONDON via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	TOYO MARU	Fri. 25th April
MELBOURNE via MANILA, ZAMBOANGA, THUR, IN, TOWNVILLE, BRISBANE & SYDNEY	SHIMBU MARU	Sun. 27th Apr. at 11 A.M.
NEW YORK via SHANGHAI, KOBE, YOKOHAMA, SAN FRANCISCO and PANAMA CANAL		
BOMBAY via SINGAPORE, MALACCA & COLOMBO		
CALCUTTA via SINGAPORE, PENANG and BANGKOK		

HONGKONG, VICTORIA, B.C., SEATTLE

MANILA, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & YOKOHAMA.

Operated by the magnificent and splendidly equipped passenger steamers "FUSHIMI MARU," "SUWA MARU," "KASHIMA MARU" and "KATORI MARU," each of over 20,000 tons displacement.

Next SAILINGS FROM HONGKONG:
SUWA MARU

For further information apply to
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6, YASUDA, Manager

Telephone 228 and 229

TOYO KISEN KAISHA.
SAN FRANCISCO LINE.

VIA SHANGHAI, INLAND SEA, JAPAN AND HONOLULU,
FAST AND LUXURIOUS MAIL STEAMERS

Sailings from Hongkong—Subject to Change Without Notice.

Steamer	Tons	Leave Hongkong
KOREA MARU	30,000	April 27th, From YAMAHA
NIPPON MARU	11,000	May 3rd, From YAMAHA
PENNY MARU	23,000	May 6th
SHINYU MARU	23,000	May 23rd
SIBERIA MARU	20,000	May 24th, From YAMAHA
PERSIA MARU	8,000	June 18th

SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO via JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO, SALINO CRUZ, BAILEIA, CALLAO, ARIKA AND IQUIQUE.
THENCE BY TRANS-ANDREAN ROUTE TO BUENOS AIRES.

Steamer	Tons	Leave Hongkong
SHIYO MARU	14,000	May 2nd
KIYO MARU	17,800	May 19th

Tickets are interchangeable with the CANAMIAN PACIFIC OCEAN SERVICES, Ltd. and the PACIFIC MAIL STEAMSHIP CO.
Passengers may travel by Rail between Ports of Call in Japan free of Charge.
For full information as to rates, sailings, etc., apply to—

Telephone 274 and 275. T. DAIGO, Manager, King's Building.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DISPLACEMENT	SAILING DATE
SHANGHAI, KOBE & YOKOHAMA	"NERA"	On or about 10,000
	"SPHINX"	do. 20th May

MARSEILLES via HAIPHONG, SAIGON, SINGAPORE, COLOMBO, DJIBOUTI, SUEZ, PORT SAID

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

For full particulars regarding sailings, etc., apply to—

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Agent, Queen's Building,
Telephone 740.

O. S. K.
OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON and ANTWERP—Monthly direct service via Singapore and Port Said.
"CHIEF MARU"

GENOA—Monthly service. Taking cargo on through Bills of Lading with transshipment at Bombay to Company's steamer.
"KASADO MARU"

BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS DURBAN and CAPE TOWN via SINGAPORE.
"HAWAII MARU"

BOMBAY COLOMBO—Regular fortnightly service via Singapore.
"KASADO MARU"

SAIGON BANGKOK, SINGAPORE—Regular Monthly service.
"SHISEN MARU"

SYDNEY, MELBOURNE—Monthly service calling at AUCKLAND, N. Z. and ADELAIDE.
"NANKIN MARU"

VICTORIA, VANCOUVER, SEATTLE, TACOMA—Regular fortnightly service touching at intermediate ports in Japan and taking cargo to OVERLAND POINTS U. S. in connection with Chicago Milwaukee and St. Paul Railway.
"AFRICA MARU"

HAIPHONG—Three times a Month service.
"DAITOKU MARU"

JAPAN PORTS—Moji, Kobe, Yokohama, Yokohama.
"BURMA MARU"

KEELUNG, TAKAO via SWATOW, AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the Soon Yip wharf, near the Harbour Office.
"AMAKUSA MARU"

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"BORHU MARU"

For KEELUNG via SWATOW and AMOY.
For sailing dates and further particulars please apply to—

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Manager,
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SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS AND HONOLULU.

"NANKING" "CHINA"

June 18th, 1919.

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